

**Report to** Planning applications committee

**Item**

03 September 2015

**Report of** Head of planning services

**Subject** Application no 15/00997/F - Utilities Site and Deal Ground, Norwich

**4(D)**

**Reason for referral** To agree a site visit for this application which will be considered by committee at a future date.

**Applicant** NPH (Norwich) LLP

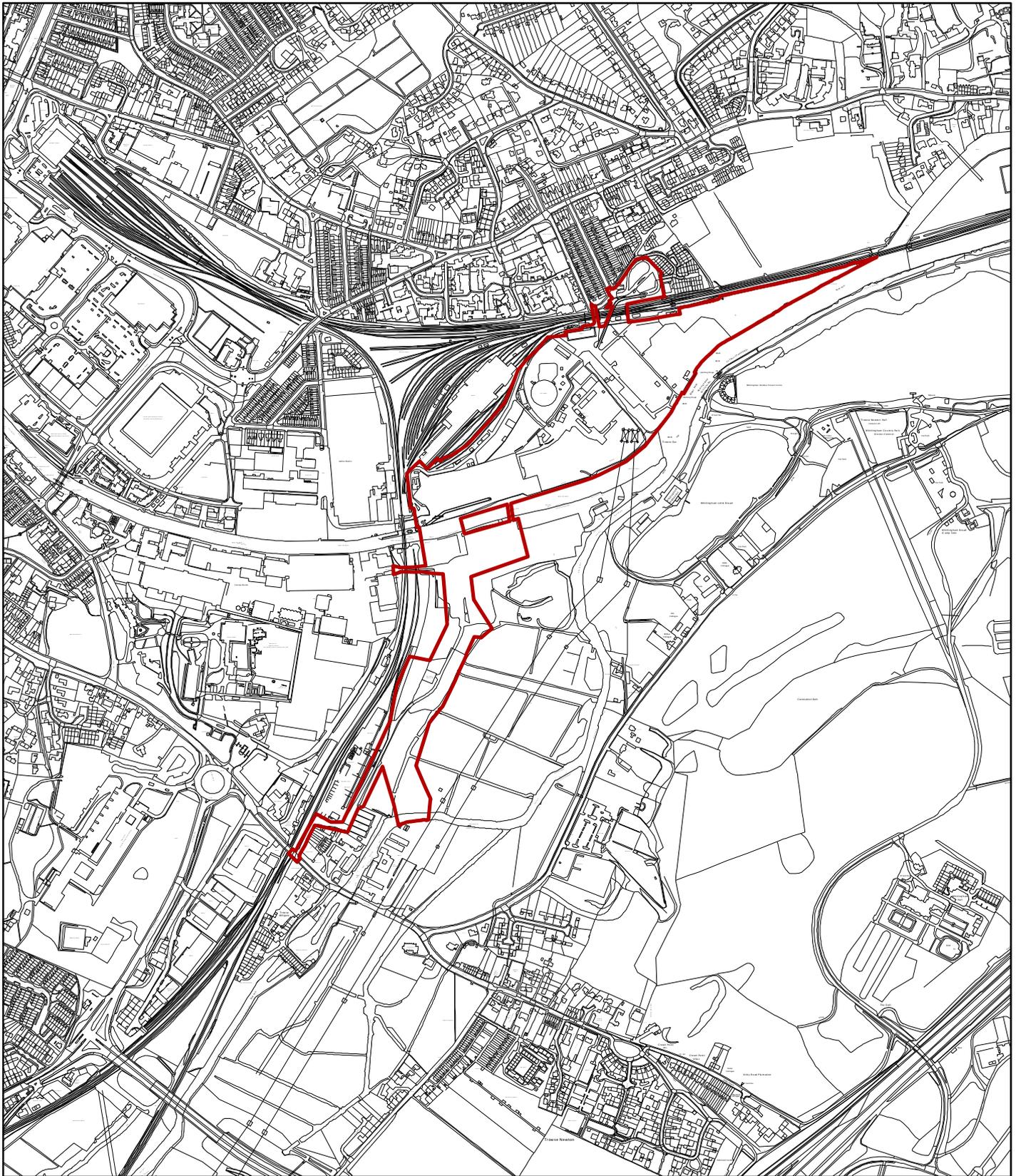
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<b>Ward:</b>	Thorpe Hamlet
<b>Case officer</b>	Mark Brown - <a href="mailto:markbrown@norwich.gov.uk">markbrown@norwich.gov.uk</a>

<b>Development proposal</b>	
<p>Full planning permission for demolition works and the development, on the Utilities site, of a biomass fuelled energy centre (49.9 MWe installed capacity), associated fuel storage, offloading facilities and railway works, district heating network centre and associated utilities linkages to the Carrow Works; 435 units of student accommodation; commercial units; boat moorings, landscaping and public realm provision; controlled access to Hardy Road and new vehicular access via the Deal Ground with new vehicular bridges over the River Wensum and River Yare; together with associated infrastructure works and all enabling and preparatory works.</p> <p>Outline planning permission (with all matters reserved) for demolition works and provision of 120 residential dwellings; 282 units of student accommodation; research centre; data centre; education centre; offices and training buildings; a new pedestrian and cycle access to Cremorne Lane; boat moorings, landscaping and public realm provision; together with associated infrastructure works and all enabling and preparatory works.</p>	
<b>Expiry date</b>	26 November 2015
<b>Recommendation</b>	That members undertake a site visit.

## Summary

1. The report recommends that the planning committee undertake a site visit for the above planning application which relates to a particularly large and complex proposal. Having an understanding of the site without a site visit is difficult given that most of the site cannot be seen from the public realm. The report below provides an outline of the site location, the main constraints in and around the site and an overview of the proposals. No assessment of the proposals is made within the report as at this stage the report is for information and to agree the procedure for determination, specifically to include a member site visit.



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Planning Application No 15/00997/F

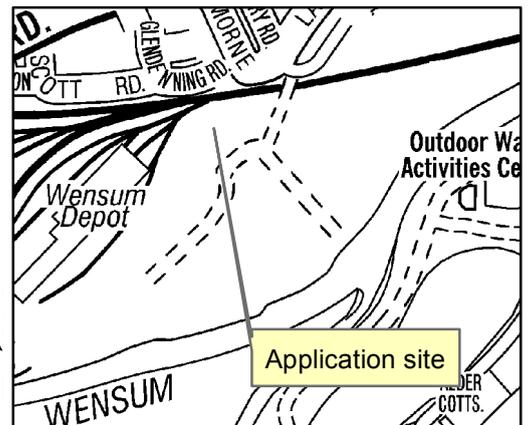
Site Address Utilities site and Deal Ground

Scale 1:10,000



**NORWICH**  
City Council

PLANNING SERVICES



## Site location and context

2. The site is located to the east of Norwich, east of the Norwich to London railway line and south of the Norwich to Yarmouth railway line. The site can be described in a number of parts as follows:
  - a) The Utilities site where the bulk of development is proposed is bounded by the above railway lines to the west and north and the Rivers Yare and Wensum to the south. The site is 'land locked' by the rail lines and Rivers Wensum and Yare. The confluence of the two rivers at Trowse Eye is roughly directly south of the centre of the site.
  - b) The Deal Ground is located to the south of the Utilities Site beyond the River Wensum, access is proposed via the Deal Ground;
  - c) The 'May Gurney' site (now occupied by Kier) is south of the Deal Ground beyond the River Yare, access is proposed via the May Gurney site onto Bracondale;
  - d) Land at Cremorne Lane adjacent to The Sidings and Salisbury Road. This is a triangular site to the north of the Norwich to Yarmouth rail line where access is currently gained to the National Grid operations on the site via a bridge over the rail line.
3. The Utilities Site measures approximately 12ha in size and the majority of it is within the city of Norwich with a small section to the east within Broadland district. Norwich City Council is the local planning authority for just over half of the site (the western side up to the central inlet) whilst the Broads Authority is the local planning authority for:
  - a) the eastern part of the site beyond the central inlet;
  - b) the land at Cremorne Lane;
  - c) development within the River Wensum; and
  - d) development within the River Yare downstream of Trowse Eye (the access bridge between the Deal Ground and May Gurney site is upstream of this point and in Norwich rather than the Broads).Development within the Deal Ground is within city and local planning authority boundaries of Norwich as is the river span of the bridge over to the May Gurney site. The May Gurney site is within South Norfolk.
4. The Utilities site was formally occupied by two power stations, a coal fired 1920's power station, and a gas fired 1960's power station, with associated gas works. The power stations were located on the river frontage to the southwest and the gas works to the northeast. With the exception of features mentioned below the two power stations and gas works have since been demolished to ground level with only concrete pads and some former rail headings remaining visible at ground level.
5. Buildings and structures remaining on the Utilities site consist of:
  - a) A decommissioned gas holder which no longer has a hazardous substance consent for the storage of natural gas;
  - b) A large sub-station (operational) occupying an area of circa 0.5 hectare;
  - c) Two large electricity pylons 72.5m high;

- d) A National Grid depot located to the north of the site consisting of parking and storage areas as well as a number of single storey buildings;
  - e) A 26m high telecommunications mast adjacent to the national grid depot car park;
  - f) A car park and single storey buildings relating to the train operating company facilities to the north, accessed from Hardy Road;
  - g) A single lane vehicular bridge to Cremorne Lane over the Norwich to Yarmouth Railway line;
  - h) Two sheet piled inlets, once used for cooling water from the former power stations. One to the western end of the site running from a point adjacent to the Trowse rail bridge parallel with the river and a further running from a point just north of Trowse Eye, northwest into the site perpendicular to the river before turning west ending just south of the gasometer;
  - i) Some small transformer buildings and gas supply infrastructure in the eastern part of the site;
  - j) A sheet piled river frontage to most of the site other than a small section to the eastern most extent of the site. Above this piling much of the site is fenced off from the river by 2+m high fencing.
6. The west of the Utilities site is largely clear of vegetation covered in hard standing from the former 1960's gas-oil fired power station. Between this and the pylons large areas of self sown sycamores and birches have established. Similarly to the east of the central inlet in the areas of the former gas works hard standing and rubble filled land is interspersed with large areas of self sown sycamores and birches. The character of the site changes just before the end of the sheet piled quay heading. Here the vegetation is more mature and diverse including a number of larger tree specimens.
7. The topography of the site is relatively flat and varies only half a metre from an average of 2m AODN (Above Ordnance Datum Newlyn). To the north land rises to circa 10m AODN at Thorpe Road and 48m at Mousehold Reservoir, Telegraph Lane East. To the south and east land in the immediate vicinity is also relatively low lying and flat although rising to circa 10m AODN in parts of Whittingham Country Park.
8. Existing access to the site consists of:
- a) A vehicular access via Hardy Lane under the London rail line with restricted height of 2.8m. This also provides access to the train operating companies facilities;
  - b) A vehicular bridge access over the Yarmouth rail line from Cremorne Lane; and
  - c) A level crossing adjacent to the above bridge connecting to Cremorne Lane; Historically there has been river access (coal was previously delivered by wherry to the power station), however this is currently restricted.
  - d) Existing access to the Deal Ground is via a junction onto Bracondale on the Bracondale rail line bridge, this access also serves Lafarge Aggregates.
9. It is relevant to note that the Deal Ground consent (see history below) provides for a new pedestrian/cycle only bridge over the River Wensum onto the Deal Ground and onwards to a vehicular bridge over the Yare to the May Gurney site and then onto The Street in Trowse. Via Bracondale this connects to the wider transport network (the outer ring road) at the Martineau Lane roundabout. The outer ring road converges with the inner ring road at the junction of King Street. To the south

Martineau Lane connects with the A146 and subsequently the A47 southern bypass.

10. There is currently no public access to the site.
11. Within the immediate vicinity of the site and adjacent to it are:
  - a) A rail maintenance depot to the northwest corner which is located at the junction of the Norwich to London and Yarmouth railway lines. The Norwich to London Railway line runs along the western boundary with the Yarmouth Railway line running along the north.
  - b) The Rivers Wensum and Yare mark the southern and eastern boundaries. Their confluence is just southeast of the centre of the site. Carrow Yacht Club is located at the confluence (known as Trowse Eye) on the Deal Ground side of the river. Norwich Rowing and Canoe Club are also located at Trowse Eye to the south of the Yare on the Whitlingham bank.
  - c) To the north of the Yarmouth rail line are residential suburbs of Norwich including Thorpe Hamlet (northwest) and Thorpe St Andrew (northeast). The closest residential properties being on Scott Road and Glendenning Road (being early 90's flats and houses), Cremorne Lane and Salisbury Road (being Victorian terrace properties) and The Sidings a recently completed housing development. Norwich City Centre is located around 1.5km to the west.
  - d) Careys Meadow County Wildlife Site (CWS) is located to the northeast directly beyond the Yarmouth railway line.
  - e) Whitlingham Little and Great Broad and Whitlingham Country Park are located to the east-southeast beyond the River Yare. This includes the Whitlingham Local Nature Reserve (LNR) the Whitlingham Marsh LNR and CWS and Old Wood CWS. The park is a registered park and garden.
  - f) To the south of the River Wensum is the Deal Ground, a former timber yard, with planning consent for a predominantly residential development of up to 670 dwellings. A large part of this site is occupied by the Carrow Abbey Marsh CWS. The Deal Ground also includes a Grade II listed bottle kiln. Further to the south beyond the River Yare is the May Gurney site a contractors office and depot site.
  - g) Between the Deal Ground and the London rail line is the Lafarge aggregate depot a safeguarded mineral site.
  - h) Beyond Whitlingham and the Deal Ground to the south is the village of Trowse which is principally accessed via Bracondale.
  - i) To the southwest beyond the River Wensum and the Trowse (rail) swing bridge is Carrow Works an industrial site operated by Uni-Lever (Colmans, Robinsons and Britvic). Within this site is Carrow Abbey the former Benedictine Priory a Grade I listed building and Scheduled Ancient Monument.
  - j) To the west immediately beyond the London rail line is ATB Laurence Scott (also known as Gothic Works) an industrial site producing electric motors and transmission products (typically large scale for power generation). Parts of the factory are locally listed.
  - k) To the north of this are the Railway Cottages on Hardy Road and Cozens Road these are Grade II listed and 6-11 front towards the London/Yarmouth rail interchange.
  - l) Beyond Gothic Works to the west is the Football Club and recent residential flatted development which has taken place along the river frontage.

## Constraints and designations

12. The following constraints apply specifically to the application site:
  - a) The site is located within flood risk zones 2 and 3 (based on the level 2 Strategic Flood Risk Assessment);
  - b) The site is contaminated due to its former use;
  - c) The site is located in ground source protection zone 1;
  - d) Given the sites former use it is inundated by a web of underground services restricting the developable areas of the site;
  - e) The existing UK Power Networks sub station at the centre of the site must be retained;
  - f) Development within close proximity of the rail lines is restricted. Specifically Network Rail have indicated that all buildings must be at least 4m from any shared boundary;
  - g) The existing access point into the Deal Ground from Bracondale is within the Trowse Millgate conservation area, this is within the application site as it forms a construction access for the development.
  - h) The area is within a mineral safeguarded area due to the underlying geology.
  - i) The site was formally subject to a Health and Safety Executive consultation zone around the Gasometer. This has recently been removed following the revocation of the hazardous substance consent for the storage of natural gas on the site earlier this year.
  
13. Within the wider area the following designated sites are considered to be of particular relevance:
  - a) Carey's Meadow CWS which is located to the northeast beyond the Yarmouth rail line.
  - b) Carrow Abbey Marsh CWS which forms a large portion of the Deal Ground;
  - c) On the opposite side of the Yare to the Carrow Abbey Marsh are Trowse Meadows CWS and further to the southeast Trowse Woods CWS.
  - d) Whitlingham Park is a Local Nature Reserve (LNR) and Whitlingham Marsh (to the northeast of the Great Broad) is a CWS along with Old Wood to the east.
  - e) The following sites are further afield but also worthy of note:
    - i) County Hall Woods CWS to the rear of County Hall Martineau Lane circa 1km southwest;
    - ii) Pinebanks CWS in Thorpe St Andrew circa 1km to the northeast;
    - iii) Lion Wood, Telegraph Plantation and Rosary Cemetery LNR and CWS circa 0.9km to the north;
    - iv) Mousehold Heath and Valley Drive LNR and CWS circa 2km to the north of the site;
    - v) St James Pit SSSI circa 1.6km to the north-northwest of the site (just south of Mousehold Heath);
    - vi) Caistor St Edmund Chalk Pit SSSI circa 3km to the south of the site.
    - vii) Bramerton Pits SSSI is located 5km to the east but hydrologically connect by a 6.5km of the Yare.
    - viii) Approximately 6km to the east is the area around Surlingham Broad to the south side of the Yare, this is connected by the Yare to the site. The area is covered by numerous designations including Broads SPA, Broads SAC, Ramsar Site, Mid Yare Local and National Nature Reserves, Yare Broads and Marshes SSSI.

ix) Other sites hydrologically connected to the site include the Sweet Briar Meadows (4.5km northwest) and River Wensum SSSI's and SAC (6km northwest) by 6.5km and 8.5km stretches of the Wensum.

14. There are a number of heritage assets in the wider area as detailed below, heritage assets on the site are restricted to its archaeological significance:
- a) Grade II listed railway cottages located to the northwest beyond the London rail line;
  - b) Grade II listed bottle kiln at the Deal Ground;
  - c) Thorpe Ridge Conservation area 0.5km to the north of the site;
  - d) Thorpe St Andrew Conservation Area (Broadland) 0.5km to the northeast of the site;
  - e) Locally listed Gothic Works to the west beyond the London rail line;
  - f) Trowse Millgate conservation area to the south of the Deal Ground;
  - g) Further afield are the St Matthews conservation area 1.5km to the northwest, Bracondale conservation area 0.9km to the southwest and the City Centre conservation area 2km to the northwest.
  - h) Carrow Abbey a Grade I listed building and scheduled ancient monument is located within Carrow Works.

## Relevant planning & site history

15. As previously stated the Utilities site was formally occupied by two power stations a coal fired 1920's power station and a gas-oil fired 1960's power station with associated gas works. Since the demolition of the power stations and gas works in the early 1990's there has been little operational development on the site. The table below lists relevant planning consents:

Ref	Proposal	Decision	Date
4HS9201/H	Deemed Consent to continue storage of hazardous substances (Required by Planning (Hazardous Substances) Act 1990.	Approved	04/12/1992
4/2000/0293/H	Continuation of hazardous substance consent for the storage of natural gas.	Approved	23/06/2000
4/2000/0813	Installation of 15 metre telecommunications mast equipment cabinet and fenced compound	Prior approval not required	15/11/2000
4/2001/0885/H	Continuation of hazardous substance consent for the storage of natural gas.	Approved	19/12/2001
05/00948/FT	Installation of 22.5m high lattice mast with 6 no. antenna, 2 no. dishes, 3 no equipment cabinets and ancillary development.	Approved	02/12/2005

BA/2011/0254/ FUL	Sitting of 2 no floating pontoons to enable new temporary river bus service between The Deal Ground, Trowse and Norwich City FC to enable delivery of planned developments within the East Norwich Regeneration area	Approved	14/10/2011
12/00875/O  This was a joint application with South Norfolk Council see paragraphs below)	Relating to the Deal Ground site:  Outline planning application (full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats.	Approved	12/07/2013
Joint application to Norwich and the Broads  12/00996/O – Norwich  BA/2011/0404/ OUT - Broads	Outline planning application for a pedestrian, cycle and emergency access bridge (4.3m aircraft to soffit) over the River Wensum with associated ramps and transitions on the Deal Ground and Utilities sites.  Proposed pedestrian, cycle and emergency access bridge (4.3 metre aircraft to soffit) over the river Wensum with associated ramps and transitions on the Deal Ground and Utilities sites	Approved  Approved	25/10/2013  25/10/2013
14/00271/DE M	Demolition of gas holder electrical switch room, store room and telemetry building	Approved	04/04/2014
15/00351/EIA2	EIA scoping request for mixed use redevelopment of site to provide biomass powerstation, district heating system, education and research buildings, student accommodation, housing, data centre,	EIA scoping opinion issued	31/03/2015

	offices, car parking and associated infrastructure including a new bridge over the Wensum and access via the Deal Ground.		
15/00564/H	Revocation of hazardous substance consents for gas storage references 4HS9201/H, 4/2000/0293/H and 4/2001/0885/H.	Revocation order made	06/07/2015

16. In relation to the consent to redevelop the Deal Ground and May Gurney (reference 12/00875/O), this was a resubmission of reference 10/02172/O which was finally disposed of. The consent was a joint consent from Norwich and South Norfolk with the consents issued on the same date. The South Norfolk reference number is 2011/0152. This consent provided for the redevelopment of both sites for predominantly residential development with access from Bracondale into the May Gurney site, a bridge over the River Yare and access road running up to the footings of a new River Wensum Bridge. The northern part of the Deal Ground closest to the Utilities Site has consent for residential development comprising of residential block ranging in height between 5 to 8 storeys adjacent to the River Wensum and dropping down to 3 storeys closer to the River Yare adjacent to the Yacht Club (which was outside the Deal Ground application site). It also allowed for some ground floor A3/A4 cafe/restaurant/bar uses adjacent to the riverside.
17. The consent for a River Wensum Bridge was subject to another joint consent issued by Norwich and the Broads (references 12/00996/O and BA/2011/0404/OUT). This provided for an opening pedestrian, cycle and emergency access bridge. The committee report for 12/00875/O and 12/00996/O provides more information on the Deal Ground consents and can be viewed at the link below by navigating to the 16 May 2013 planning applications committee: <http://www.norwich.gov.uk/CommitteeMeetings>
18. A further consent was also issued by the Broads Authority BA/2011/0254/FUL for 2 floating pontoons for a river bus service, one in front of Carrow Quay adjacent to approved residential development at Geoffrey Watling Way and the other on the Deal Ground river frontage.

## The proposal

19. The application is a hybrid application with full planning consent sought for some elements and outline planning consent (with all matters reserved) proposed for others. The full planning application consists of:
- a) an access road leading from a new fixed bridge over the River Yare through the Deal Ground to the footings of a new River Wensum bridge. There would be associated drainage infrastructure and construction areas within the Deal Ground as well as new access points to existing premises in the May Gurney site, links to the Carrow Yacht Club and a new access to a gas valve compound. The access road comprises a 6m carriageway with 3m combined cycle/pedestrian carriage way and 0.5m verge to the east and a 2m verge to the west.

- b) a new bridge over the River Wensum with a soffit height of 5.65 AODN. Plans have been provided for both an opening swing and a fixed bridge option the latter being proposed as a fallback position should opening no longer be required in the event that the adjacent Trowse rail bridge were replaced by a new fixed structure. From this bridge an access road is proposed into the site to serve the development proposed in full.
- c) a biomass energy generation facility with an estimated electricity generating capacity of up to 49.9Megawatts (MW). This would consist of:
  - i) new rail sidings for fuel delivery circa 200m in length;
  - ii) a fuel offloading building (~10.2m high);
  - iii) 9 cylindrical fuel storage silos (~20m high and ~8.6m diameter);
  - iv) a direct burn power station comprising a biomass furnace and boiler house (~33m high) and turbine hall (~21m high), ash collection facility and an air cooled condenser (~20m high);
  - v) a gasification facility comprising a gasifier (~32m high) which turns the fuel into syngas without direct combustion, a turbine hall (~20m high) and ash collection facility;
  - vi) a district heating network centre which provides for the supply of hot water (12.3MW) to a district heating network (the network is not included within the application this is discussed further below) this includes an accumulator (~20m high) as a heat store for the network and a number of large (8MW) gas boilers as a backup facility for the network for periods when the rest of the facility is shut down for maintenance;
  - vii) flue gas treatment facility with a stack rising to ~90m in height. The stack comprises four elements, a flue from the direct burn power station, a further flue from the district heating boilers and a further flue and a flare stack from the gasification centre. The later for burning off excess syngas;
  - viii) control room, workshop and stores;
  - ix) a substation for grid connection enclosed by a circa 10m high wall;
  - x) administration office building (~6.3m high);
  - xi) fire water tank;
- d) a raised deck at the entrance of the site forming the landing of the River Wensum bridge (referred to as “arrivals square” in the application and hereon in) this provides for circulation areas, parking, servicing areas and deals with the level difference between the site and the bridge deck. Three sets of steps provide access to the lower level adjacent to the river frontage and to the northeast of arrivals square there is ramped access.
- e) below “arrivals square” in addition to vehicular circulation, servicing and parking there is space for 646 m<sup>2</sup> of commercial floorspace facing towards the river. Consent is sought for a mixture of use classes being A1 retail, A2 financial and professional services, A3 restaurants and cafes, A4 drinking establishments, A5 hot food takeaways, D1 non-residential institutions and D2 assembly and leisure.
- f) to the south of “arrivals square” a pavilion building is proposed as a single storey above the square providing a further 268m<sup>2</sup> commercial unit proposed with the same mix of uses as the above.
- g) also above “arrivals square” are three student accommodation blocks provide 435 student units. The blocks range in height from 25.5 to 32.5m high (6-8 storeys above the square).
- h) a services connection to the Britvic factory at Carrow works provide power and heat supply and water supply infrastructure, this would be located underground and under the River Wensum.

- i) boat mooring infrastructure on the section of river in front of arrivals square comprising ramped access to a pontoon providing 20m length for a passenger boat/ferry, 75m length for visitor moorings and 25m length for demisting moorings.
- j) a nature conservation area being within the eastern most tip of the site which was previously undeveloped and aimed at providing ecological enhancement and management in this area.

In addition to the above associated demolition, lighting, surface water drainage infrastructure, landscaping works (covering the western part of the site and including a multi use games area), boundary treatments, engineering works and car parking is proposed.

20. The outline elements of the planning application consist of:
- a) continuation of the access route through the site including riverside walkways and a pedestrian/cycle route through the site leading to a new pedestrian/cycle bridge over the Yarmouth rail line providing access via a stair and lift core on the north side of the rail line to Cremorne Lane.
  - b) further student accommodation providing for circa 282 units ranging from 5-7 storeys indicatively shown as two blocks just to the south of the proposed new Cremorne Lane pedestrian/cycle bridge.
  - c) up to 40 residential units to the north of the Yarmouth rail line adjacent to The Sidings development on Cremorne Lane shown as 2-3 storey development. This is indicatively shown as two blocks facing onto a parking/green space in the centre.
  - d) up to 80 residential units within the eastern end of the site ranging in height from 2-5 storeys and indicatively shown as flatted development to the western end closest to the student accommodation and townhouses to the eastern end.
  - e) A visitor and education centre of up to 3,298m<sup>2</sup> floor area and up to 3 storeys in height as with exhibition space and flexible tuition/seminar/meeting spaces also likely to include an ancillary cafe. This would be located close to the River frontage to the east of the central inlet.
  - f) a research centre of up to 6,650m<sup>2</sup> floor area and up to 5 storeys in height which would provide for research and development uses including higher education facilities. This would be located in front of the energy centre to the southwest of the UK Power Network compound.
  - g) a data centre of up to 3,148m<sup>2</sup> floor area and up to 4 storeys in height being a data server centre housing computer equipment for data storage, transmission and transfer. This would be located adjacent to and to the north of the research centre.
  - h) facilities for the train operating company, comprising largely replacement facilities including replacement car parking, bike storage, bin storage and an office training building of circa 354m<sup>2</sup> up to a maximum 3 storeys in height. These facilities are located to the northwest corner of the site to the north of the new rail sidings.
  - i) a single storey allotment building next to the UK Power Networks compound to provide storage for proposed allotments in the centre of the site.
  - j) further mooring provision in the centre of the site including lowered quay heading and a 74m length of visitor or long term moorings and a further passage boat/ferry berth. A new slipway and steps down to the river are also proposed just to the east of the education centre.

In addition to the above associated demolition, lighting, surface water drainage infrastructure, landscaping works, boundary treatments, engineering works and car parking is proposed.

21. The proposals involve the removal of an existing telecommunications mast and it is proposed that this would be replaced on site, albeit its replacement does not form part of the current application as it has not currently been agreed with the operator. It is therefore likely that a further application for the replacement of the telecommunications mast within the site would be submitted.
22. In relation to the district heating network whilst the core on site infrastructure is proposed as part of this application the off-site distribution network does not form part of the application. The decision not to include the district heat distribution network within the application was taken by the applicant following pre-application discussions with officers where officers advised that were the application to gain approval a better way to take forward a district heating network would be via a local development order. Most service providers (such as gas or broadband providers) have permitted development rights to extend their network and make connections to premises, however no such permitted development rights exist for district heating networks. Therefore the distribution network would need consent. Until end users are identified the exact network would not be fully known and potentially every time a new end user was identified a new planning application would be needed for a connection to the network. A local development order could grant permitted development rights for the installation of a network and could apply across the City subject to various conditions. Such a proposal for a local development order would be subject to its own decision making process by members and public consultation. No work has been undertaken to date on this and work would only be taken forward if the current proposals were to gain consent.
23. The site has an existing grid connection via the UK Power Networks compound and the two large pylons on the site as noted above a further sub-station is needed in association with the new energy centre. The consent on the Deal Ground required the existing over ground distribution network running across the site to be diverted/undergrounded, as a result of this UK Power Networks currently propose to remove the pylons from the site and underground the network from the Utilities site under the Rivers and the Deal Ground all the way to Trowse sub-station south of Bracondale. These works are proposed to be undertaken by UK Power Networks using their permitted development rights.
24. Some indicative phasing information has been supplied with the application. The enabling infrastructure being the road and bridges to access the site are the first elements of phase 1 along with demolition, clearance and enabling works. This is followed by the arrivals square, reorganisation of the train operating company facilities and then construction of the power station. The "arrivals square" student accommodation and commercial units are indicated as following this albeit interim landscaping schemes are presented in the event that these were not to come forward immediately. The final elements of phase 1 are the landscaping works around arrivals square, mooring provision in front of arrivals square and works to provide the nature conservation area to the east of the site. The remaining phases comprise the outline elements of the scheme and whilst they are each prescribed a phase no set order is proposed currently for how they would be delivered and this is likely to be market led.

25. The table's below provide a summary of key facts in relation to the application proposals:

### Summary information full planning application

Proposal	Key facts
<b>Arrivals Square (student accommodation and commercial units)</b>	
<b>Scale</b>	
Total no. of student units	435 in three blocks A-84 units, B-195 units, C-156 units
Total commercial floorspace A1/A2/A3/A4/A5/D1/D2	914 m <sup>2</sup>
No. of storeys	2-9 storeys
Max. Dimensions of student blocks	Block A-32.5m AODN Block B-29.2m AODN Block C-25.5m AODN
<b>Appearance</b>	
Materials	Precast concrete panels with knapped flint exposed face to base, white and orange/red terracotta extruded panel cladding, black anodised aluminium windows, pine soffit to pavilion with sedum roof.
Energy and resource efficiency measures	Heat and power from the energy centre but also photovoltaic's on individual buildings.
<b>Operation</b>	
Opening hours	No restrictions proposed
<b>Transport matters</b>	
No of car parking spaces	14 disabled spaces
No of cycle parking spaces	445 cycle spaces
Servicing arrangements	Via lower ground floor servicing area underneath arrivals square
<b>Energy Centre</b>	
<b>Scale</b>	
Height	Ranging from 6 – 32m in height with a flue of 90m high.  Most of the centre would be enclosed by ~22m high recast concrete panel walls, albeit this is lower for some parts such as the sub-station (~10m) and condenser (~4m) which cannot be fully enclosed for technical

	reasons. The gasifier and boiler house are the higher elements of the centre extending above the concrete panel walls.
<b>Appearance</b>	
Materials	<p>Precast concrete panel walls.</p> <p>Glazing with aluminium frame to the external upper sections of the gasifier and boiler house.</p> <p>Aluminum standing seam cladding to the condenser and silos and in some parts of other buildings.</p>
<b>Operation</b>	
Opening hours	24 hour 7 day per week– there would be an annual shut down period for maintenance.
<b>Transport matters</b>	
No of car parking spaces	34
No of cycle parking spaces	7
Servicing arrangements	Fuel delivery by train, delivery of other consumables and disposal of waste such as ash via road.

### Summary information outline planning application

Proposal	Key facts
<b>Allotment building</b>	
Max. building size (GEA)	100m <sup>2</sup>
Min. no storeys	1
Max. no storeys	1
Max. building height above ground level	4m
Use class	D1
Indicative parking details	None
<b>Train Operating Company Compound</b>	
Max. building size (GEA)	N/A – circa 354m <sup>2</sup>
Min. no storeys	1

Max. no storeys	3
Max. building height above ground level	11m
Use class	B1
Indicative parking details	100 car
<b>Research Centre</b>	
Max. building size (GEA)	6,650 m <sup>2</sup>
Min. no storeys	3
Max. no storeys	5
Max. building height above ground level	23.55m
Use class	D1
Indicative parking details	40 car, 40 cycle, 1 HGV
<b>Data Centre</b>	
Max. building size (GEA)	3,148 m <sup>2</sup>
Min. no storeys	2
Max. no storeys	4
Max. building height above ground level	19.55m
Use class	B1
Indicative parking details	Combined with research centre above
<b>Education Centre</b>	
Max. building size (GEA)	3,298 m <sup>2</sup>
Min. no storeys	1
Max. no storeys	3
Max. building height above ground level	12.35m
Use class	D1 ancillary A3
Indicative parking details	7 car, 7 cycle plus coach parking

<b>Student accommodation</b>	
Max. building size (GEA)	11,075.8 m <sup>2</sup>
Min. no storeys	5
Max. no storeys	7
Max. building height above ground level	22.35m
Use class	C1
Indicative parking details	8 car, 1 car club, 282 cycle
Indicative numbers of student accommodation	282 units
<b>Residential north of rail line (adj Cremorne Lane)</b>	
Max. No units	40
Min. no storeys	2
Max. no storeys	3
Max. building height above ground level	12.5m
Use class	C3
Indicative parking details	40 car, 52 cycle
<b>Residential south of rail line (to east of Utilities site)</b>	
Max. No units	80
Min. no storeys	2
Max. no storeys	5
Max. building height above ground level	15.35
Use class	C3
Indicative parking details	80 car, 127 cycle

## Site Visit

26. Given the complexities of the application proposals and the inability to gain an appreciation for the site and its context from the public realm it is recommended

that the committee undertake a site visit prior to determination of the application at a future meeting of the committee.

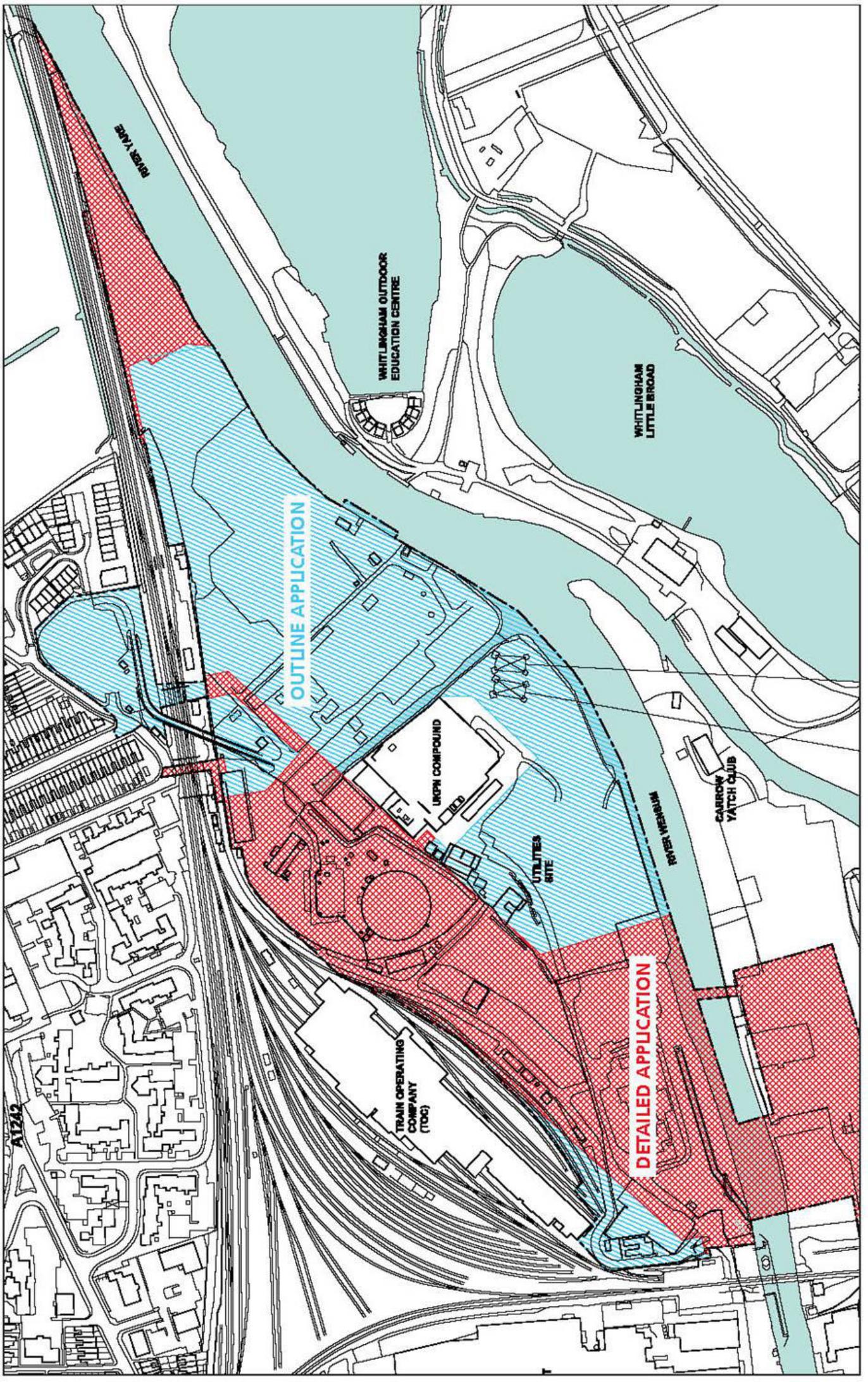
27. In view of the application straddling two local planning authority boundaries it will be important that the decision making process of the two bodies is carefully handled to avoid confusion to the public and waste of resources in repeating items of work. Therefore, in view of the difficulties of access and the need to utilise a boat it will make logistics much easier if the site visit is undertaken jointly with the Broads Authority.
28. Given that the site is private land, health and safety requirements and part of the site visit will be via boat with limit capacity it will not be possible for members of the public to attend the site visit.

## **Procedure**

29. In terms of procedure for determination of the planning application it is currently anticipated that the application would be considered in due course at simultaneous meetings of the Broads Authority and Norwich City Council planning applications committee. Members may recall a similar procedure being used for the aero park application at Norwich Airport. This involves the two committee's meeting at the same time in the same room, each committee would follow their own determination process and have their own debate and decision but would be able to listen to the other committee's debate.

## **Recommendation**

Members undertake a site visit on 2 October 2015 jointly with members of the Broads Authority Planning Committee in advance of the application being determined at a future meeting of the planning committees of Norwich City Council and the Broads Authority.



BVA ROAD

WHITTINGHAM OUTDOOR  
EDUCATION CENTRE

WHITTINGHAM  
LITTLE BROAD

OUTLINE APPLICATION

INGHAM COMPOUND

UTILITIES  
SITE

RYVER WENSUM

CARROW  
YACHT CLUB

TRAIN OPERATING  
COMPANY  
(TOC)

DETAILED APPLICATION

A1242



**KEY**

- 1. Wensum Bridge
- 2. Arrival Square
- 3. Arrival Square Student Housing
- 4. Arrival Square Waterfront
- 5. Multi Purpose Games Area (MUGA)
- 6. Riverside Parkland
- 7. Community Allotments
- 8. Research Centre
- 9. Data Centre
- 10. Education Centre
- 11. Formal Play Area
- 12. Slipway
- 13. Northern Gateway
- 14. Northern Gateway Student Housing
- 15. Market Residential
- 16. Affordable Residential
- 17. Nature Conservation Area
- 18. Cremorne Lane Bridge
- 19. Community Energy Centre

Willingham Little Boats

Willingham Green Boats

Crown Point Rail Depot

River Wensum

River Fore

Cremorne Lane

Sawbury Road

Cremorne Lane